





## Shipping—Steamers

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ..... "PRINZ EITEL FRIEDRICH" ..... WEDNESDAY, Noon, 15th Jan., 1908.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ..... "PRINZ HEINRICH" ..... About WEDNESDAY, 15th Jan., 1908.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ..... "PRINZ WALDEMAR" ..... THURSDAY, Noon, 30th Jan., 1908.

KUDAT and SANDAKAN ..... "BORNEO" ..... Middle of January, 1908.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 4th January, 1908.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXCELLENT.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES, Hongkong, 2nd November, 1907.

## REGULAR HONGKONG CANTON LINE OF STEAMERS

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (1st Station). Canton Agents: Messrs. R. Pasquet & Co. For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 5th April, 1907.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

| Steamer.  | From  | Expected on or about | Will leave for | On, or about     |
|-----------|-------|----------------------|----------------|------------------|
| TJIKINI   | JAPAN | First half Jan.      | JAVA PORTS     | First half Jan.  |
| TJIMAH    | JAPAN | First half Jan.      | JAVA PORTS     | First half Jan.  |
| TJIBODAS  | JAPAN | First half Jan.      | JAVA PORTS     | First half Jan.  |
| TJILATJAP | JAPAN | First half Feb.      | JAVA PORTS     | First half Feb.  |
| TJILIWONG | JAVA  | First half Feb.      | JAPAN          | First half Feb.  |
| TJIPANAS  | JAVA  | Second half Feb.     | JAPAN          | Second half Feb. |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor, Hongkong, 7th January, 1908.

## Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.

REASONABLE FEE.

Consult free.

Hongkong, 2nd Jan., 1908.

Dr. M. H. CHAUN, THE LATEST METHOD.

AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 1st Jan., 1908.

## Information.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting any load.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridges, Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 308, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Benitz, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

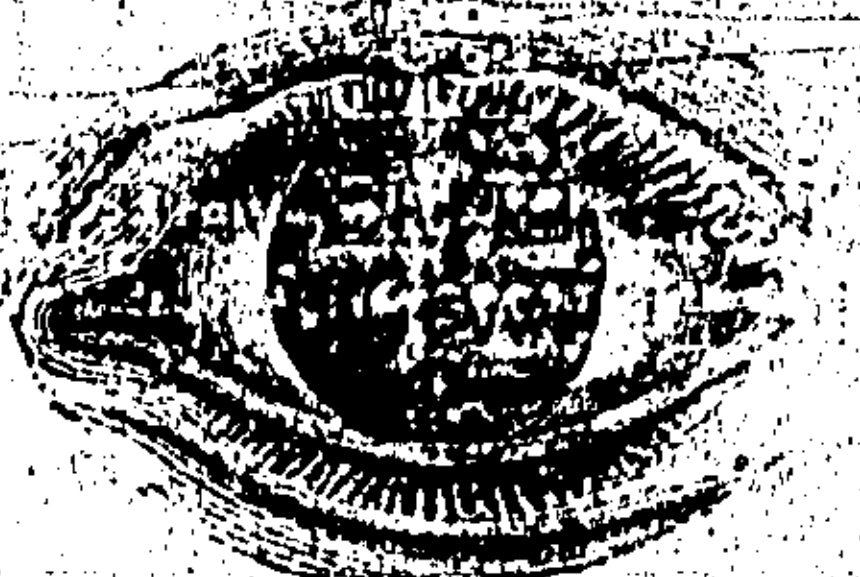
## WINE GROWERS SUPPLY CO.

BARRETTO &amp; CO.

General Agents.

Hongkong, 22nd October, 1907.

## EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI,  
11, John Street, Bedford Row, W.C. 59, Bantock Street. 566, Nanjing Road.  
Hongkong, 27th November, 1907.

## Hotels.

## CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,  
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.  
318 CTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.  
Bath to Every Room.  
Hot and Cold Water-Throughput.  
Hotel Lunch Meets all Steamers.  
Special Terms for Tourists and Parties of Families.

FOR TERMS APPLY TO— THE MANAGER &amp; AGENT.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most charming and popular resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room. Unvalued for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Modern Management.

Telephone: 1000. 1001. 1002. 1003. 1004. 1005. 1006. 1007. 1008. 1009. 1010. 1011. 1012. 1013. 1014. 1015. 1016. 1017. 1018. 1019. 1020. 1021. 1022. 1023. 1024. 1025. 1026. 1027. 1028. 1029. 1030. 1031. 1032. 1033. 1034. 1035. 1036. 1037. 1038. 1039. 1040. 1041. 1042. 1043. 1044. 1045. 1046. 1047. 1048. 1049. 1050. 1051. 1052. 1053. 1054. 1055. 1056. 1057. 1058. 1059. 1060. 1061. 1062. 1063. 1064. 1065. 1066. 1067. 1068. 1069. 1070. 1071. 1072. 1073. 1074. 1075. 1076. 1077. 1078. 1079. 1080. 1081. 1082. 1083. 1084. 1085. 1086. 1087. 1088. 1089. 1090. 1091. 1092. 1093. 1094. 1095. 1096. 1097. 1098. 1099. 1100. 1101. 1102. 1103. 1104. 1105. 1106. 1107. 1108. 1109. 1110. 1111. 1112. 1113. 1114. 1115. 1116. 1117. 1118. 1119. 1120. 1121. 1122. 1123. 1124. 1125. 1126. 1127. 1128. 1129. 1130. 1131. 1132. 1133. 1134. 1135. 1136. 1137. 1138. 1139. 1140. 1141. 1142. 1143. 1144. 1145. 1146. 1147. 1148. 1149. 1150. 1151. 1152. 1153. 1154. 1155. 1156. 1157. 1158. 1159. 1160. 1161. 1162. 1163. 1164. 1165. 1166. 1167. 1168. 1169. 1170. 1171. 1172. 1173. 1174. 1175. 1176. 1177. 1178. 1179. 1180. 1181. 1182. 1183. 1184. 1185. 1186. 1187. 1188. 1189. 1190. 1191. 1192. 1193. 1194. 1195. 1196. 1197. 1198. 1199. 1200. 1201. 1202. 1203. 1204. 1205. 1206. 1207. 1208. 1209. 1210. 1211. 1212. 1213. 1214. 1215. 1216. 1217. 1218. 1219. 1220. 1221. 1222. 1223. 1224. 1225. 1226. 1227. 1228. 1229. 1230. 1231. 1232. 1233. 1234. 1235. 1236. 1237. 1238. 1239. 1240. 1241. 1242. 1243. 1244. 1245. 1246. 1247. 1248. 1249. 1250. 1251. 1252. 1253. 1254. 1255. 1256. 1257. 1258. 1259. 1260. 1261. 1262. 1263. 1264. 1265. 1266. 1267. 1268. 1269. 1270. 1271. 1272. 1273. 1274. 1275. 1276. 1277. 1278. 1279. 1280. 1281. 1282. 1283. 1284. 1285. 1286. 1287. 1288. 1289. 1290. 1291. 1292. 1293. 1294. 1295. 1296. 1297. 1298. 1299. 1300. 1301. 1302. 1303. 1304. 1305. 1306. 1307. 1308. 1309. 1310. 1311. 1312. 1313. 1314. 1315. 1316. 1317. 1318. 1319. 1320. 1321. 1322. 1323. 1324. 1325. 1326. 1327. 1328. 1329. 1330. 1331. 1332. 1333. 1334. 1335. 1336. 1337. 1338. 1339. 1340. 1341. 1342. 1343. 1344. 1345. 1346. 1347. 1348. 1349. 1350. 1351. 1352. 1353. 1354. 1355. 1356. 1357. 1358. 1359. 1360. 1361. 1362. 1363. 1364. 1365. 1366. 1367. 1368. 1369. 1370. 1371. 1372. 1373. 1374. 1375. 1376. 1377. 1378. 1379. 1380. 1381. 1382. 1383. 1384. 1385. 1386. 1387. 1388. 1389. 1390. 1391. 1392. 1393. 1394. 1395. 1396. 1397. 1398. 1399. 1400. 1401. 1402. 1403. 1404. 1405. 1406. 1407. 1408. 1409. 1410. 1411. 1412. 1413. 1414. 1415. 1416. 1417. 1418. 1419. 1420. 1421. 1422. 1423. 1424. 1425. 1426. 1427. 1428. 1429. 1430. 1431. 1432. 1433. 1434. 1435. 1436. 1437. 1438. 1439. 1440. 1441. 1442. 1443. 1444. 1445. 1446. 1447. 1448. 1449. 1450. 1451. 1452. 1453. 1454. 1455. 1456. 1457. 1458. 1459. 1460. 1461. 1462. 1463. 1464. 1465. 1466. 1467. 1468. 1469. 1470. 1471. 1472. 1473. 1474. 1475. 1476. 1477. 1478. 1479. 1480. 1481. 1482. 1483. 1484. 1485. 1486. 1487. 1488. 1489. 1490. 1491. 1492. 1493. 1494. 1495. 1496. 1497. 1498. 1499. 1500. 1501. 1502. 1503. 1504. 1505. 1506. 1507. 1508. 1509. 1510. 1511. 1512. 1513. 1514. 1515. 1516. 1517. 1518. 1519. 1520. 1521. 1522. 1523. 1524. 1525. 1526. 1527. 1528. 1529. 1530. 1531. 1532. 1533. 1534. 1535. 1536. 1537. 1538. 1539. 1540. 1541. 1542. 1543. 1544. 1545. 1546. 1547. 1548. 1549. 1550. 1551. 1552. 1553. 1554. 1555. 1556. 1557. 1558. 1559. 1560. 1561. 1562. 1563. 1564. 1565. 1566. 1567. 1568. 1569. 1570. 1571. 1572. 1573. 1574. 1575. 1576. 1577. 1578. 1579. 1580. 1581. 1582. 1583. 1584. 1585. 1586. 1587. 1588. 1589. 1590. 1591. 1592. 1593. 1594. 1595. 1596. 1597. 1598. 1599. 1600. 1601. 1602. 1603. 1604. 1605. 1606. 1607. 1608. 1609. 1610. 1611. 1612. 1613. 1614. 1615. 1616. 1617. 1618. 1619. 1620. 1621. 1622. 1623. 1624. 1625. 1626. 1627. 1628. 1629. 1630. 1631. 1632. 1633. 1634. 1635. 1636. 1637. 1638. 1639. 1640. 1641. 1642. 1643. 1644. 1645. 1646. 1647. 1648. 1649. 1650. 1651. 1652. 1653. 1654. 1655. 1656. 1657. 1658. 1659. 1660. 1661. 1662. 1663. 1664. 1665. 1666. 1667. 1668. 1669. 1670. 1671. 1672. 1673. 1674. 1675. 1676. 1677. 1678. 1679. 1680. 1681. 1682. 1683. 1684. 1685. 1686. 1687. 1688. 1689. 1690. 1691. 1692. 1693. 1694. 1695. 1696. 1697. 1698. 1699. 1700. 1701. 1702. 1703. 1704. 1705. 1706. 1707. 1708. 1709. 1710. 1711. 1712. 1713. 1714. 1715. 1716. 1717. 1718. 1719. 1720. 1721. 1722. 1723. 1724. 1725. 1726. 1727. 1728. 1729. 1730. 1731. 1732. 1733. 1734. 1735. 1736. 1737. 1738. 1739. 1740. 1741. 1742. 1743. 1744. 1745. 1746. 1747. 1748. 1749. 1750. 1751. 1752. 1753. 1754. 1755. 1756. 1757. 1758. 1759. 1760. 1761. 1762. 1763. 1764. 1765. 1766. 1767. 1768. 1769. 1770. 1771. 1772. 1773. 1774. 1775. 1776. 1777. 1778. 1779. 1780. 1781. 1782. 1783. 1784. 1785. 1786. 1787. 1788. 1789. 1790. 1791. 1792. 1793. 1794. 1795. 1796. 1797. 1798. 1799. 1800. 1801. 1802. 1803. 1804. 1805. 1806. 1807. 1808. 1809. 1810. 1811. 1812. 1813. 1814. 1815. 1816. 1817. 1818. 1819. 1820. 1821. 1822. 1823. 1824. 1825. 1826. 1827. 1828. 1829. 1830. 1831. 1832. 1833. 1834. 1835. 1836. 1837. 1838. 1839. 1840. 1841. 1842. 1843. 1844. 1845. 1846. 1847. 1848. 1849. 1850. 1851. 1852. 1853. 1854. 1855. 1856. 1857. 1858. 1859. 1860. 1861. 1862. 1863. 1864. 1865. 1866. 1867. 1868. 1869. 1870. 1871. 1872. 1873. 1874. 1875. 1876. 1877. 1878. 1879. 1880. 1881. 1882. 1883. 1884. 1885. 1886. 1887. 1888. 1889. 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898. 1899. 1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025. 2026. 2027. 2028. 2029. 2030. 2031. 2032. 2033. 2034. 2035. 2036. 2037. 2038. 2039. 2040. 2041. 2042. 2043. 2044. 2045. 2046. 2047. 2048. 2049. 2050. 2051. 2052. 2053. 2054. 2055. 2056. 2057. 2058. 2059. 2060. 2061. 2062. 2063. 2064. 2065. 2066. 2067. 2068. 2069. 2070. 2071. 2072. 2073. 2074. 2075. 2076. 2077. 2078. 2079. 2080. 2081. 2082. 2083. 2084. 2085. 2086. 2087. 2088. 2089. 2090. 2091. 2092. 2093. 2094. 2095. 2096. 2097. 2098. 2099. 2100. 2101. 2102. 2103. 2104. 2105. 2106. 2107. 2108. 2109. 2110. 2111. 2112. 2113. 2114. 2115. 2116. 2117. 2118. 2119. 2120. 2121. 2122. 2123. 2124. 2125. 2126. 2127. 2128. 2129. 2130. 2131. 2132. 2133. 2134. 2135. 2136. 2137. 2138. 2139. 2140. 2141. 2142. 2143. 2144. 2145. 2146. 2147. 2148. 2149. 2150. 2151. 2152. 2153. 2154. 2155. 2156. 2157. 2158. 2159. 2160. 2161. 2162. 2163. 2164. 2165. 2166. 2167. 2168. 2169. 2170. 2171. 2172. 2173. 2174. 2175. 2176. 2177. 2178. 2179. 2180. 2181. 2182. 2183. 2184. 2185. 2186. 2187. 2188. 2189. 2190. 2191. 2192. 2193. 2194. 2195. 2196. 2197. 2198. 2199. 2200. 2201. 2202. 2203. 2204. 2205. 2206. 2207. 2208. 2209. 2210. 2211. 2212. 2213. 2214. 2215. 2216. 2217. 2218. 2219. 2220. 2221. 2222. 2223. 2224. 2225. 2226. 2227. 2228. 2229. 2230. 2231. 2232. 2233. 2234. 2235. 2236. 2237. 2238. 2239. 2240. 2241. 2242. 2243. 2244. 2245. 2246. 2247. 2248. 2249. 2250. 2251. 2252. 2253. 2254. 2255. 2256. 2257. 2258. 2259. 2260. 2261. 2262. 2263. 2264. 2265. 2266. 2267. 2268. 2269. 2270. 2271. 2272. 2273. 2274. 2275. 2276. 2277. 2278. 2279. 2280. 2281. 2282. 2283. 2284. 2285. 2286. 2287. 2288. 2289. 2290. 2291. 2292.















## Intimation.



A. S. WATSON &amp; CO., LIMITED

THE GREAT POPULARITY

Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS  
CONSISTENT EXCELLENCE  
OF  
QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

A. S. WATSON & CO., LIMITED,  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Canton, 3rd January, 1908.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 7, 1908.

## THE PARTI-MUTUEL IN JAPAN.

As everybody knows, when our friends the Japanese decided to modernise their institutions they refused to have anything to do with half measures—it must be the whole hog, as the Tariff Reformers used to say before they were ignominiously routed at the polls, or nothing. It was only the other day that one of the legislative bodies in Japan seriously discussed the question whether Christianity should be adopted as the national religion of the Empire—the idea possibly being that it is easier to grab one's neighbour's goods under the cloak of Christianity than it is in the name of Shintoism—and to show how strong party feeling ran on the subject it is only necessary to remark that the proposal was rejected by a couple of votes. That is to say if one of the anti-Christians had remained at home for the day the voting would have been level, and it would have devolved upon the Speaker to decide whether Japan should subscribe to the Thirty-nine Articles or jog along in the beaten track of mysticism. The reforming zeal of the Japanese does not stop at religion, however; it is concerned with every form of life, every hobby, pastime and pleasure of the people, and the greater the delight manifested in the common amusements of the crowd the greater the certainty of the authorities or a section of them that there must be something radically wrong with the constitution if such things are allowed to continue. The people of the United Kingdom are not backward in proclaiming to the world their marvellous virtues, or, as Mr. Cecil Rhodes termed it, their "unequivocal rectitude," but even the whole gang of Chadians has been unable to prevent the ordinary citizen from having a gentle "flutter" in places which are not "places" within the meaning of the Act. Of course, as we all know, gambling and betting are horrible evidences of human depravity; the unfortunate thing is that the vast majority of mankind is so built that the game of offering or taking odds is a perpetual attraction. And so far as anybody can see it seems to be practically impossible to prevent betting or gambling on English racecourses. Not so in Japan. The innocent pari-mutuel, which cannot cheat and has no conscience to disturb its impartial doling out of meagre winnings to radiant backers, the pari-mutuel, which is the detestable of automatic gambling, has fallen under the ban of Mr. Yamamoto, the Chief Public Prosecutor of Kobe. No

body dares to hint that Mr. Yamamoto has been playing the giddy game of life for all it is worth. Nobody has suggested that Mr. Yamamoto backed the wrong horse, or lost his pari-mutuel ticket, or found the boxoffice closed in his face just as he had made up his mind to try his luck at the last race meeting. As Chief Public Prosecutor, Mr. Yamamoto would do none of these things "in public," although, of course, readers are entitled to "have their doots," but the long and short of it is that Mr. Yamamoto has, after much consideration, arrived at the conclusion that the pari-mutuel is "sharper than a serpent's tooth," a device contrived by His Satanic Majesty to steal away men's brains (or words to that effect), and Mr. Yamamoto has prohibited the sale and purchase of pari-mutuel tickets at the next Kobe race meeting, except under conditions which are so wildly ludicrous that even a cat might be pardoned if it laughed at their absurdity. Of course Mr. Yamamoto takes up a high and lofty ground—he speaks from a pulpit all the time, and he seems to be quite determined that if he has been proved a simpleton when it comes to picking out the winners, the operators of the pari-mutuel shall not benefit at the expense of others less careful of their money. The announcement that Mr. Yamamoto had decided to banish the pari-mutuel from the race courses over which he has a species of jurisdiction appeared first in a vernacular paper and was copied into the English Press in Japan. The *Kobe Herald* resolved to beard the Chief Public Prosecutor in his official residence and a representative of that enterprising paper caught the gentleman with his legs under the mahogany, quietly conjuring up visions of the wrath to come, when racegoers had fully digested his scheme. The Prosecutor was evidently in a communicative mood—the mood of the righteous man who fears no evil, etc.—for when he was asked whether or not the statement in *Yushin Aikoku* was correct, he said that it was wrong in certain points. He had not absolutely prohibited transactions in pari-mutuel tickets. Proceeding to explain his position, Mr. Yamamoto expressed the opinion that if the sale of pari-mutuel tickets was permitted to be conducted at the January meeting of the Kansai Keiba Club Kaisha under the same conditions as in November, much harm would be done, the great objection being that the tickets were sold to all who desired to buy. We thoroughly agree with Mr. Yamamoto as to the objectionable habit of the ticket sellers of demanding ready cash in return for their scraps of paper. Why should these not be given away like tickets for the soup kitchen? Moreover, why should the hot-pot be allowed to back the favourite when we have placed our money on it? Perhaps Mr. Yamamoto knows that bitter, misanthropical feeling which comes over one when the whole crowd of betting men place their money on the horse which wags to win a small fortune for us. But to return to the interview with Mr. Yamamoto: "Purchasers of these tickets, he went on, should have expert knowledge of horses, and their object in buying the tickets should be to reward the favoured horse, or rather its owner, thus encouraging horse-breeding, or to promote horsemanship by providing prizes for the jockeys. Again, tickets might be legitimately bought for the purpose of enhancing the reputation or value of a friend's horse. Conducted under such conditions, the sale of the tickets might be regarded as a mode of encouraging the improvement of horse-breeding." Mr. Yamamoto would convert the pari-mutuel into a philanthropic institution, and like all good citizens we wish him luck in carrying out his scheme, and shall be surprised if he succeeds. But surely the scheme of backing a horse or a jockey in order to enhance its or his value, without the hope of personal reward, savours somewhat of sharp practice. An owner wishes to sell a horse; he distributes largess among his retainers and friends, telling them to back his mount for all they are worth on the understanding that their losses will be repaid; the "expert" comes along, has his attention drawn to the favour in which the animal is held, and if he is not inveigled into making a purchase then the owner and his trainer should recognise that they are deficient in the great talent of hypothetical suggestion. Again the observations of Mr. Yamamoto may be submitted and his words will be received as pearls of great price: "If the tickets were bought simply on the chance of making a gain, the practice would clearly tend to corrupt public manners and morals, being plainly gambling." With that dictum we are in full accord, having frequently noticed the disgraceful public manners of those who have backed a "dead cert" which has romped home last, while the morals of the ticket-holder who has backed an outsider and won are usually far from perfect. "In reply to an observation by the pressman, Mr. Yamamoto admitted that it would be practically impossible to determine whether or not the buyers of the tickets were experts in horse-racing or not, or to distinguish their motives. He proceeded to make it clear, however, that he regarded it as absolutely illegal for any pecuniary return to be made to the purchaser of tickets; that is to say, the buyer must not be able to obtain a

winning ticket. The money realised by the sale of tickets should be given to the owners of the winning horses as prizes for the jockeys, but there would be no objection to the Club taking a small commission to cover the cost and trouble of selling the ticket." Why the Club, or the jockeys for that matter, should be allowed to receive "lumpy" and filthy lucre at all is not quite obvious, but as it is part of Mr. Yamamoto's philanthropic scheme, there is possibly more in it than meets the eye. Such is the position of affairs in Japan. We are inclined to wonder what would happen if some jack-in-office in Hongkong took it into his head, on his own initiative and authority, to prohibit betting on the pari-mutuel at the Happy Valley race next month. To begin with it is preposterous that any individual should be charged with power to interfere arbitrarily with the pleasures of the people, and, unless the foreigners in Japan and the native owners and trainers are willing to play underdog (they will not rest content until the regime of smug self-sufficiency is swept out of existence by parliamentary enactment).

## SHIPPING REBATES FOR EASTERN MERCHANTS.

Wearily the members of the Shipping Rings Commission continue to take evidence on the effect which the operations of the Shipping Conference have had on freight charges and trade routes. Witness after witness has been examined, and the greater the amount of evidence the greater, apparently, the diversity of opinion. From time to time we have commented on the statements submitted to the Commission by shipowners and merchants, but the more the subject is developed the more difficult it seems to be to arrive at a just verdict. There has been scarcely a witness summoned who has not shown a certain degree of bias either in favour of the Conference system or against it. The terms of the Commission cover the "rings" formed by the great steamship companies running direct services to all the principal ports in the world. The argument of the Conference is that by granting rebates to customers who refuse to have dealings with outside lines or tramp steamers they are enabled to provide a regular service at a settled tariff, being assured of outward and homeward cargoes on each trip. The small merchants, on the other hand, contend that the practical monopoly of the carrying trade thus established is detrimental to the interests of trade—and British shipping trade in particular—and by eradicating competition imports an unhealthy condition of affairs into overseas transactions. At one of the most recent sittings of the Commission, Mr. W. H. Shelford, the managing director of the well-known Singapore firm of Paterson, Simons & Co., Ltd., and one of the keenest men of business who spent his commercial life in Singapore, gave evidence. Mr. Shelford has held office as chairman of the Singapore Chamber of Commerce, and prior to his retirement to England represented the chamber in the Legislative Council, where his shrewd, pithy speeches on matters affecting the commerce of the Settlement were usually adopted as the dictum of the Council. His evidence before the Commission was, of course, solely concerned with the Conference system in the Straits, and as his firm was one of the few which accepted the terms of the shipping ring his views are of special interest, more especially as he made no particular effort to defend the Conference from a moral standpoint, but dealt with the subject entirely from a business aspect. He observed that when the Conference was established in 1897, the arrangement arrived at between the shipping companies and the merchants was that in return for a payment of 5 per cent. commission on all cargo shipped on Conference boats the shipping agents should forego their chartering business, and give up shipping by sailing vessels. The commission was, he said, frequently characterised as a secret rebate, but as a matter of fact it was known to everybody. Mr. Shelford explained that this rebate was shared amongst firms representing 60 per cent. of the trade, who had always been able to secure better freights than the smaller shippers. Prior to the Conference merchants had frequently to accumulate their shipments for certain periods, and speculate in freight, and the market was alternately subject to glut and scarcity. Merchants were now able to rely with almost absolute certainty upon getting their produce away as soon as it was ready at a fixed rate of freight. That full advantage of this had been taken was obvious from the fact that whereas the produce business in 1896 was carried on by 30 firms, to-day it was carried on by over 60 firms. The number of small shippers had greatly increased, and the Conference came into force. Forward contracts were also freely made, which was not possible 10 or 15 years ago, when cargo and freights were irregular. This reference to the 60 per cent. of trade being represented by the mercantile firms interested in the terms of the Conference, and the further statement that the rebate was shared

as compared with 30 firms in the year before the ring was formed, together with the hint that better freights were obtainable by the larger firms received elucidation when Mr. Shelford came to be cross-examined. In reply to Mr. Austin Taylor, M.P., he stated that the average freight rate was 6/- higher now than it was before the Conference, but the options had to be taken into account. Then the following dialogue ensued:—"How many firms are represented in the 60 per cent. trade?—Six or seven?—And how many in the other 40 per cent?—Some 50 firms probably. Then these six or seven firms get a 5 per cent. advantage over the 50 firms who are outside. This will not ungenerally give rise to jealousy on the smaller firms—Yes. And is that feeling accentuated by the fact that out of these six or seven firms some are not English?—Some of them are foreign. How many?—Two. Is this 5 per cent. extra bonus a deferred rebate?—They get it at the end of the year conditionally on the terms of the agreement having been complied with." The point is, of course, that the inclusion of foreign mercantile houses among the six or seven firms benefiting by the rebate system is calculated to operate disastrously to British interests, particularly in the matter of transshipments, the object of the shippers being to retain the minor distributing trade as well as the main traffic within their own hands. Taking Mr. Shelford's evidence as a whole, the conclusion seems to be that the larger firms of exporting agents find it not less advantageous to accept the Conference proposals than it was to accumulate freights and charter vessels on their own account. While the small shippers, while they have grown in numbers, are inevitably at the beck and call of the Conference people, and have to follow the blazed trail willy-nilly unless they are prepared to be starved out of business. Another Singapore merchant, Mr. D. W. Lovell, who had spent 13 years in the sister Colony with the firm of Messrs. W. McKerrrow & Co., which amalgamated with Paterson, Simons & Co., Ltd., last year when he joined Messrs. Guthrie & Co., of which the Hon. Mr. John Anderson is head, gave unhesitating expression to his objections to the Shipping Conference. From the first, he said, he had been in opposition to the ring, but had been without the power to resist it. He proceeded to remark that he totally objected to the system of deferred rebates as a locking up of capital and a crippling of independent action, and he held the advantage conferred on the recipients of the secret bonus as being unfair to all other shippers. The shipowners interested in this monopoly were in a large measure foreign. He attributed to the Straits freight ring, among other things, a loss to Singapore of the handling of roughly about 60,000 tons of cargo. He thought that shipping facilities were best left free and unhampered, and he held they could have regular sailings without the conference system. At all events, Mr. Lovell was outspoken and definite in his views, but whether he and those of his mind will secure the sympathy of the Commission remains to be seen. The Commission is still far from having completed its labours.

## LOCAL AND GENERAL.

A HEAVY shipment of munitions of war has been forwarded to Manila. The fact is exciting much comment.

ENTRANTS for the Hongkong Football Challenge Shield will positively close on Saturday, Jan. 10th, and should be sent in to the box secretary by that date.

Two Japanese postmen have been killed and two injured in the Chungyehong province; but rioting in Korea is subsiding generally, owing to the difficulties presented by winter.

PRESIDENT Roosevelt has sent a severe reproof to Governor Sparks, of Nevada, for his failure to deal resolutely with the goldfield troubles for the preservation of order in the State.

AN interpreter at the Imperial Hotel, Tokio, shot the senior interpreter in the street and committed suicide immediately afterwards. The cause of the tragedy was some grievance to the matter of the distribution of commission money.

ACCAIN (G. F. C. Finch) Royal Artillery, has been posted to the Hongkong-Singapore Battalion, Royal Garrison Artillery to fill a vacancy. Captain Finch has been in that branch of the service since November, 1894, and is a short artillery.

Prizes will be a practice game of hockey on the Club ground next Thursday, at 4.45 p.m. sharp, when it is hoped that a good number will participate. On Friday, 10th inst, the Club's playing in colours, will oppose a Naval team capt. by Lt. Mullins, R.M.L.I., on the Club ground, at 4.45 p.m. sharp.

The "Belle of New York" was presented for the fourth night in Hongkong last night by the Pollack Lilliputians. There was a very large attendance. The kiddies seem to be at home in this place, and last night like all other nights they played to the hilt. To-night "The Town" will be staged.

The engagement of Miss Myles Valentine Blake, second son of Mr. W. V. Blake, M.C., of the Straits Settlements, and Miss Margaret Palmer, daughter of Mr. J. Palmer, of the Straits Settlements, is announced. The wedding will take place at St. John's Church, Singapore, on Saturday, Jan. 10th, at 11 a.m.

## MURDER IN CHINA.

## SLAUGHTER OF VILLAGE ELDERS.

## SUSPECT ARRESTED IN HONGKONG.

A sensational story of how four elders of the Hot Lan village, in the Wai-chow district, Kwangtung province, met their death in May last, through being shot by robbers, was unfolded by Mr. G. E. Merrill, of Messrs. Danby and Bowley, at the Police Court, this afternoon, when one of the supposed robbers—Wong Nin Tau—was brought up on a charge of armed robbery.

Mr. Merrill, who appeared in support of the application of the Chinese Government for the extradition of the prisoner, conducted the case for the prosecution. Mr. T. W. Golding, of Messrs. Golding and Barlow, acted for the defence.

In stating the alleged facts of the case briefly, the prosecuting solicitor said that the prisoner was charged with committing armed robbery within the jurisdiction of China. Early in May last year the elders of the Hot Lan village held a feast, but prior to this they reported the names of all the lawless characters in the village to the authorities.

Mr. Hasland—the prisoner was one of them. Mr. Merrill said that on the 21st May he went to the village with four elders to put their respects to the ancestral tomb at the Wong Yuen village—a few miles away from their home. They had with them two coolies following behind, who carried food on trays, which was to be used as offerings. Half way between the two villages four men, among whom was the prisoner, jumped up from the bush at the side of the road, and, eying their revolvers at the four elders, shot them dead. The coolies took flight, dropped the trays, and ran. After some hours had elapsed they returned and found the four corpses lying in the middle of the road, with their pockets turned out. The matter was reported to the authorities. An inquiry was then made, with the result that the prisoner was traced in Hongkong and captured.

The evidence of the two coolies, corroborating the above story, was then heard, and the case was remanded.

## CANTON RAY BE DAY.

## WEST RIVER PATROL.

## [From Our Own Correspondent.]

Canton, 6th December. A Peking telegram states that the British Minister at the Capital has communicated with the Viceroy in the effect that if the regulations already drawn up by the Canton Viceroy, in conjunction with the Commissioner of Customs governing the West River patrol service, are carried out in a satisfactory manner, the British Fleet now on the river will be withdrawn.

The Ministry of Foreign Affairs proposes to join the Ministry of War (the Japanese) in memorializing the Throne, suggesting the transfer of a capital ship naval officer from the Peking Naval Squadron to the province of Kwan Tung to take over control of the West River patrol service, and at the same time to appoint some certificated students who have been educated abroad to co-operate with British officers in his work.

NEW KRUPP GUNS. This morning U.E. the Viceroy proceeds to inspect the new Krupp guns that have arrived from Germany.

OPIMUM FARM. The prepared opium monopoly in Honan, a few months ago, reverted to the control of the officials and has since been placed under the control of the Shan Hou Chu, a decrease instead of an increase in the sale of the drug was effected. The farm has again been granted to the former firm on payment of an annual royalty of \$40,000.

A meeting will again be held to-day at the headquarters of the Canton Self-Government League to make further arrangements for the formation of the proposed shipping company.

INSPECTOR Collett, of the West Point Police Station, charged the five ricksha coolies, who were arrested yesterday during the strike, at the Police Court, this morning, with disorderly behaviour. As stated in our last night's issue the accused were jostling with the other coolies who wanted to resume work. They pleaded guilty and were each bound over to the sum of \$100 to keep the peace for a year.

## SHIPPING AND MAILS.

MAILS. German (Prinz Waldemar) 8th inst. English (Dipnaka) 9th inst. 7 a.m. American (Koska) 9th inst. 4 p.m. Canadian (Montauk) 10th inst. Canadian (Empress of Japan) 14th inst. German (Prinz Ralf Friedrich) 14th inst. Indian (Namanga) 16th inst.

The C. P. R. Co's s.s. *Empress of China* arrived at Vancouver at 3 p.m. on the 1st inst. The H. A. L. s.s. *Argonia* left Moll on 7th inst. at 10 a.m. and may be expected here on 12th inst.

The H. A. L. s.s. *Savonia* left Singapore on 6th inst. at 5 p.m. and may be expected here on 14th inst. The Imperial German Mail s.s. *Stettin*, which left here on 3rd inst., arrived at Shanghai on 4th inst. at 2 a.m. The Imperial German Mail s.s. *Verde*, which left here on 1st inst., arrived at Singapore on 5th inst. at 3 p.m.

The P. & O. s.s. *Coromandel* will be due in Hongkong from San Francisco via Japan ports and Shanghai on 10th inst. at 11 a.m. The Java China Japan Mail s.s. *Tikong* left Moll on 4th inst. for this port and will be expected here on about 10th inst. The C. P. R. Co's s.s. *Empress of Japan* arrived at Vancouver on 1st inst. and will be expected here on about 10th inst. The C. P. R. Co's s.s. *Empress of China* arrived at Vancouver on 1st inst. and will be expected here on about 10th inst.

## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## SHANGHAI STEAMERS.

## ARRESTED.

## S.S. "VICTORIA" AND S.S. "MAORI".

## KING.

## [From Our Own Correspondent.]

## Shanghai, 7th January.

## 12.20 p.m.

The steamers *Victoria* and *Maori* King have been arrested; the former for debt, and the latter under section 60 of the Merchant Shipping Act.

## SANITARY BOARD.

## FORTNIGHTLY MEETING.

This afternoon, the usual fortnightly meeting of the Sanitary Board was held, when the following business engaged the attention of members:—

HONGKONG HOTEL. The following letter was received by the Secretary of the Board from Messrs. Palm and Turner, architects, applying for a modification of the requirements of Section 180 (a) and 188 (i) of the Public Health and Buildings Ordinance 1933 in respect of the Hongkong Hotel was submitted:—

17th December, 1907. Dear Sir,—Herewith we submit plans showing the proposed manner of re-building the southern portion of the above premises. On the 20th June, 1905, we were informed by the Assistant Secretary of the Sanitary Board that the Governor-in-Council had granted a modification of the requirements of Sections 180 (i) and 188 (i) of the Public Health and Buildings Ordinance 1933 in accordance with sketch plans we had submitted to the Board for approval just previously.

The height of the building as now proposed is the same as shown on plans then submitted and we shall be glad to know if we may consider that the modification of Section 188 (i) already obtained is a *ill valid*.

As regards Section 180 (a) the arrangement of the new plan has been carefully altered and we are instructed to apply to the Sanitary Board to recommend a modification of this Section so as to allow of the proposed plan, the ground and first floor being carried by low the requirements of the Ordinance, as shown in the accompanying plans.

We beg to point out that the ground floor is not to be used as a sleeping purpose. The frontage of the block is occupied entirely by shops which are well lighted and ventilated from the front and (with the exception of one shop) from the back. The first floor is to be used as a sleeping purpose, and the portion of the yard deemed to be covered over by the type of receiving and unpacking goods. The first floor (with the exception of one bedroom attached to the private suite) is not to be used for sleeping purposes. The other rooms, comprising smoking, billiard, sitting, bar and comfortable rooms are all well lighted and ventilated. The cloak and sewing rooms are only to be tenanted in height, and the portion shown as covered yard is required as a washing-up yard for the sewing rooms of the entire hotel. The four upper floors are utilized for bedrooms and the open space for each floor is considerably in excess of the requirements of the Ordinance.

All the bedrooms have been arranged as far as possible so as to get through ventilation from an air space both back and front of same, and we think the Board will recognize that the arrangement of the building is an improvement on the plan which was submitted in 1905. The area of the building on each floor and the area of the open and unobstructed space to same is marked on the plans. Yours, etc.,

PALMER AND TURNER.

Dr. Francis Clark, I recommend that the plans be approved as far as they concern the Board.

Mr. Shelton Hooper—I agree with the Mr. O. H. Clark.

The Registrar-General—I have more or less of space or less than was approved in 1905.

Dr. Clark—Herewith figures: 1001 plain ground floor, 3,640 sq. ft.; 1st floor, 4,140 sq. ft.; 2nd floor, 5,500 sq. ft.; 3rd floor, 5,500 sq. ft.; 4th floor, 5,500 sq. ft.; 5th floor, 5,500 sq. ft.; 6th floor, 5,500 sq. ft.; 7th floor, 5,500 sq. ft.; 8th floor, 5,500 sq. ft.; 9th floor, 5,500 sq. ft.; 10th floor, 5,500 sq. ft.; 11th floor, 5,500 sq. ft.; 12th floor, 5,500 sq. ft.; 13th floor, 5,500 sq. ft.; 14th floor, 5,500 sq. ft.; 15th floor, 5,500 sq. ft.; 16th floor, 5,500 sq. ft.; 17th floor, 5,500 sq. ft.; 18th floor, 5,500 sq. ft.; 19th floor, 5,500 sq. ft.; 20th floor, 5,500 sq. ft.; 21st floor, 5,500 sq. ft.; 22nd floor, 5,500 sq. ft.; 23rd floor, 5,500 sq. ft.; 24th floor, 5,500 sq. ft.; 25th floor, 5,500 sq. ft.; 26th floor, 5,500 sq. ft.; 27th floor, 5,500 sq. ft.; 28th floor, 5,500 sq. ft.; 29th floor, 5,500 sq. ft.; 30th floor, 5,500 sq. ft.; 31st floor, 5,500 sq. ft.; 32nd floor, 5,500 sq. ft.; 33rd floor, 5,500 sq. ft.; 34th floor, 5,500 sq. ft.; 35th floor, 5,500 sq. ft.; 36th floor, 5,500 sq. ft.; 37th floor, 5,500 sq. ft.; 38th floor, 5,500 sq. ft.; 39th floor, 5,500 sq. ft.; 40th floor, 5,500 sq. ft.; 41st floor, 5,500 sq. ft.; 42nd floor, 5,500 sq. ft.; 43rd floor, 5,500 sq. ft.; 44th floor, 5,500 sq. ft.; 45th floor, 5,500 sq. ft.; 46th floor, 5,500 sq. ft.; 47th floor, 5,500 sq. ft.; 48th floor, 5,500 sq. ft.; 49th floor, 5,500 sq. ft.; 50th floor, 5,500 sq. ft.; 51st floor, 5,500 sq. ft.; 52nd floor, 5,500 sq. ft.; 53rd floor, 5,500 sq. ft.; 54th floor, 5,500 sq. ft.; 55th floor, 5,500 sq. ft.; 56th floor, 5,500 sq. ft.; 57th floor, 5,500 sq. ft.; 58th floor, 5,500 sq. ft.; 59th floor, 5,500 sq. ft.; 60th floor, 5,500 sq. ft.; 61st floor, 5,500 sq. ft.; 62nd floor, 5,500 sq. ft.; 63rd floor, 5,500 sq. ft.; 64th floor, 5,500 sq. ft.; 65th floor, 5,500 sq. ft.; 66th floor, 5,500 sq. ft.; 67th floor, 5,500 sq. ft.; 68th floor, 5,500 sq. ft.; 69th floor, 5,500 sq. ft.; 70th floor, 5,500 sq. ft.; 71st floor, 5,500 sq. ft.; 72nd floor, 5,500 sq. ft.; 73rd floor, 5,500 sq. ft.; 74th floor, 5,500 sq. ft.; 75th floor, 5,500 sq. ft.; 76th floor, 5,500 sq. ft.; 77th floor, 5,500 sq. ft.; 78th floor, 5,500 sq. ft.; 79th floor, 5,500 sq. ft.; 80th floor, 5,500 sq. ft.; 81st floor, 5,500 sq. ft.; 82nd floor, 5,500 sq. ft.; 83rd floor, 5,500 sq. ft.; 84th floor, 5,500 sq. ft.; 85th floor, 5,500 sq. ft.; 86th floor, 5,500 sq. ft.; 87th floor, 5,500 sq. ft.; 88th floor, 5,500 sq. ft.; 89th floor, 5,500 sq. ft.; 90th floor, 5,500 sq. ft.; 91st floor, 5,500 sq. ft.; 92nd floor, 5,500 sq. ft.; 93rd floor, 5,500 sq. ft.; 94th floor, 5,500 sq. ft.; 95th floor, 5,500 sq. ft.; 96th floor, 5,500 sq. ft.; 97th floor, 5,500 sq. ft.; 98th floor, 5,500 sq. ft.; 99th floor, 5,500 sq. ft.; 100th floor, 5,500 sq. ft.

Correspondence relating to each of contracts on the part of the scavenging contractor in relation to properly cleansing the streets of the mud caused by the rain during the Christmas week was laid on the table, and the question of doing him for the breach was discussed.

## THE WEATHER.

The following report is from Mr. G. F. Voss, Director of the Hongkong Observatory:—

On the 7th of January, the thermometer has fallen over China and fallen over S. Japan and the Loo-Chooes.

The anticyclone, which is of considerable intensity, is continuing to move eastward to the North of Japan, and pressure is increasing to the S. of the Loo-Chooes.



## Shipping:

"The position of the reporter in law has just been the subject of a judgment by a Chancery Judge. The Town Council of Tenby refused admission to the proprietor of a local newspaper 'until he had learnt shorthand properly.' The man mildly suggested that he had a right to be present as a representative of the newspaper, as a ratepayer, and as a member of the public. In face of a resolution of the town wisemen, the first claim was not persisted in; the second and third the judge could find no justification for. All will be lovely in the garden, till the town council finds that it has lost the main object of most of its members in going into public life, namely publicity, and then the obcurity will be more galling than the "garbled and offensive report" which the newspaper man was charged with publishing. Happily, the judgment does not apply to this Colony. The public will still continue to have the newspaper reports of its public bodies, and will more or less appreciate them, bearing in mind that condensation is necessary, and refraining from casting the 'half brick' at the reporter who fails to produce more than a quart of good rich grain from the bushel of chaff. Sometimes he errs in failing to recognize the importance of things, but a lack of the scope of proportion is not confined to any one class; and we should not have lengthy discussions on the value of the marginal note in an ordinance, or whether the Attorney General in the Health Officer's Department should not be empowered to receive and act upon reports relating to a dead rat and its burial."

**VESSELS IN PORT**

**STEAMERS.**

Ariake Maru, Jap. s.s., 2,883, T. Ota, 5th Jan.,  
—Mojji 30th Dec., Coal.—M. B. K.

Borneo, Ger. s.s., 1,344, F. Srmhill, 6th Jan.,  
—Sandakan 30th Dec., Timber.—M. &  
Co.

Bourbon, Fr. s.s., 597, Le Bal, 8th Dec.,  
—Saligon 23 d Dec., Coal.—Fr. & Co.

Ceylon Maru, Jap. s.s., 3,416, F. L. Pyne, 4th  
Jan.,—Yokohama and Mojji 31st Dec.,  
Coal.—N. Y. K.

Chingtu, Br. s.s., 2,260, W. B. Brown, 6th  
Jan.—Manila 3rd Jan., Gen.—B. & S.

Ching Mo, Br. s.s., 2,517, D. Muelken, 2nd  
Jan.—Singapore 26th Dec., Ballast.—B. &  
S.

Daphne, Ger. s.s., 1,974, Schipper, 30th Dec.,  
—alioa Cruz 25th Dec., Ballast.—C. C. S.  
S. Co.

Empress of India, Br. s.s., 5,032, E. Beetham,  
R.N.R., 16 d Dec.—Vancouver, (B.C.) 26th  
Nov. and Shanghai 13th Dec., Mails and  
Gen.—C. P. R. Co.

Fakura Maru, Jap. s.s., 1,916 H. Shimamoto  
5th Jan.—Mojji 31st Dec., Coal.—M. B. G. K.

Fukushu Maru, Jap. s.s., 1,009, T. Ito, 6th  
Jan.—Swatow 11th Jan., Gen.—O. S. K.

Ganges, Br. s.s., 2,721, A. S. Page, 2d Dec.,  
—Harry Dock 31st Dec., Coal.—Admiralty.

Germania, Ger. s.s., 1,000, H. Flügel, 31st  
Dec.—Sydney via Pons 4th Nov., Copra.  
—S. & B.

Hardinge, Br. s.s., 5,434, Comdr. S. D. Vale,  
1st Jan.—Doubt 10th Dec., Ballast.—The  
Govt. of India.

Hercules, Nor. s.s., 2,413, Bjerk, 29d Dec.,  
—Taroma and Mororan 18th Dec., Wheat.  
—Order.

Holstein, Ger. s.s., 1,171, A. Niebuhr, 5th Jan.,  
—Canton 4th Jan., Gen.—J. & Co.

Ichang, Br. s.s., 1,000, J. J. Jones, 5th Jan.,  
—Gen. 4th Jan., Coal.—J. & Co.

| January 7th, 1968, a.m. |    |      |       |    |    |     |    |    |   |
|-------------------------|----|------|-------|----|----|-----|----|----|---|
| Vladivostok             | 7  | a.m. | —     | —  | —  | —   | —  | —  | — |
| Nemuro                  | 6  | a.m. | 30.44 | —  | —  | —   | —  | SW | 3 |
| Hokodate                | 6  | a.m. | 30.48 | —  | —  | —   | —  | N  | 3 |
| Tokio                   | 6  | a.m. | 30.38 | —  | —  | —   | —  | NW | 4 |
| Kochi                   | 6  | a.m. | 30.31 | —  | —  | —   | —  | SW | — |
| Nagasaki                | 6  | a.m. | 31.35 | —  | —  | —   | —  | —  | 2 |
| Kagoshima               | 6  | a.m. | 30.35 | —  | —  | —   | —  | N  | 0 |
| Oshima                  | 6  | a.m. | 30.35 | —  | —  | —   | —  | N  | 4 |
| Ishigima                | 6  | a.m. | 30.35 | —  | —  | —   | —  | N  | 4 |
| Bonin Is.               | 6  | a.m. | 30.32 | —  | —  | —   | —  | NE | 0 |
| Chefoo                  | 6  | a.m. | 30.61 | 71 | 86 | SW  | 5  | —  | — |
| Wenhawei                | 6  | a.m. | 30.66 | 75 | —  | NW  | 5  | 0  | 0 |
| Hawfo                   | 6  | a.m. | 30.81 | 50 | 67 | N   | 2  | —  | — |
| Kinkiang                | 6  | a.m. | 30.75 | 56 | 80 | E   | 4  | c  | b |
| Shanghai                | 6  | a.m. | 30.75 | 62 | —  | NW  | 4  | c  | b |
| Gulfat                  | 6  | a.m. | 30.62 | 33 | 63 | NW  | 4  | c  | b |
| Sharp Peak              | 6  | a.m. | 30.51 | 54 | 94 | NW  | 3  | c  | c |
| Amoy                    | 6  | a.m. | 30.35 | 50 | 81 | NE  | 3  | c  | c |
| Swaio                   | 6  | a.m. | 30.34 | 57 | 87 | N   | 3  | —  | — |
| Taihoen                 | 6  | a.m. | 30.41 | —  | —  | N   | 2  | —  | — |
| Taipei                  | 6  | a.m. | 30.41 | —  | —  | N   | 2  | —  | — |
| Tainan                  | 6  | a.m. | 30.50 | —  | —  | N   | 0  | —  | — |
| Koshue                  | 6  | a.m. | 30.23 | —  | —  | NR  | 6  | —  | — |
| Pescadores              | 7  | a.m. | 30.3  | —  | —  | N   | 10 | —  | — |
| Canton                  | 7  | a.m. | 30.54 | 53 | 73 | N   | 1  | c  | 0 |
| Hongkong                | 10 | a.m. | 30.44 | 53 | 53 | NNE | 3  | 0  | — |
| Victoria Peak           | 10 | a.m. | 30.43 | 50 | —  | N   | 3  | 0  | — |
| Gap Rock                | 10 | a.m. | 30.43 | 50 | —  | N   | 3  | 0  | — |
| Macao                   | 10 | a.m. | 30.43 | 50 | —  | N   | 3  | 0  | — |
| Holbow                  | 10 | a.m. | 30.43 | 50 | —  | N   | 3  | 0  | — |
| Pakboi                  | 10 | a.m. | 30.43 | 50 | —  | N   | 3  | 0  | — |

**Post Office.**  
A Mail will close for—  
Banghal, Moji, Kobe and Yokohama—Per  
*Paleang*, 8th Jan. 11 A.M.  
Muni\*, Singapore and C. Lombo—Per *Ceylon*  
*Maru*, 8th Jan. 11 A.M.  
Singapore and Moulinein—Per *Lophos*, 8th  
Jan. 11 A.M.  
Macao—Per *Sat. Tel*, 8 h Jan. 1.15 P.M.

|     |   |   |   |
|-----|---|---|---|
| 475 | 1 | 1 | 1 |
|-----|---|---|---|

**KOWLOON.**  
 Dalziel, Mr. and Mrs. Stone, P. E. F.  
 James Swan, F. F.  
 Goss, Capt. and Mrs. Tule, I.M.S., Capt. and  
 E. B. Mrs. A.  
 Klebs Dr and Mrs. Wuchert, Lieut. and  
 Lewis, E. Cornwall Mrs. H. W.  
 Morris I.

| NAME.       | CLASS.                 | TONS.  | GUNS. | I.H.P. | CAPTAIN.                                    | LAST REPORTED.    |
|-------------|------------------------|--------|-------|--------|---------------------------------------------|-------------------|
| Albion      | despatch               | 700    | 4     | 3,000  | Commander E. L. T. Leatham                  | Hongkong          |
| Asnes       | cruiser, 1st class     | 4,350  | 10    | 7,000  | Captain C. L. Vaughan-Lee                   | Shanghai          |
| Bedford     | cruiser, 1st class     | 9,800  | 14    | 22,000 | Captain S. E. Erskine                       | en route Hongkong |
| Bramble     | river gunboat          | 710    | 6     | 900    | Lieut. Commander E. G. W. Davidson          | Yangtze           |
| Brimstone   | river gunboat          | 710    | 6     | 900    | Lieut. Commander W. L. Bamber               | Yangtze           |
| Cadmus      | floor                  | 1,070  | 6     | 1,100  | Commander B. L. Majendie                    | Hongkong          |
| Cherub      | water tank and tug     | 300    | —     | 300    |                                             | Hongkong          |
| Clio        | aloop                  | 1,070  | 6     | 1,100  | Commander C. D. S. Raikes                   | Canton            |
| Fame        | torpedo boat destroyer | 300    | 6     | 3,700  | Lieut. Commander A. L. Graham               | Hongkong          |
| Flores      | cruiser, 2nd class     | 4,350  | 10    | 7,000  | Captain Roland Nugent                       | en route Hongkong |
| Hamby       | torpedo boat destroyer | 275    | 6     | 4,000  | Lieut. Commander W. H. Darvall              | Hongkong          |
| Hart        | torpedo boat destroyer | 275    | 6     | 4,000  | Lieut. Commander Dickens                    | West River        |
| Heist       | torpedo boat destroyer | 285    | 6     | 4,500  | Lieut. Commander C. A. Farnham              | West River        |
| Kent        | cruiser, 1st class     | 9,800  | 14    | 22,000 | Captain G. C. A. Marscaux                   | Hongkong          |
| King Alfred | cruiser, 1st class     | 14,100 | 18    | 39,000 | Captain C. F. Thomas                        | Hongkong          |
| Kinsha      | river gunboat          | 616    | 4     | 1,100  | Lieut. Commander S. H. Tenhyson             | Yantai            |
| Merlin      | surveying ship         | 1,070  | 6     | 1,100  | Commodore F. H. Walker                      | Kodai             |
| Monmouth    | cruiser, 1st class     | 9,800  | 14    | 22,000 | Captain J. A. Tulke                         | Hongkong          |
| Moonchen    | river gunboat          | 180    | 2     | 800    | Lieut. Commander Raten F. V. ...            | West River        |
| Nightingale | river gunboat          | 85     | 2     | 240    | Lieut. Commander R. S. Roy                  | Yangtze           |
| Outer       | torpedo boat destroyer | 350    | 6     | 6,300  | Lieut. Commander J. Kiddle                  | West River        |
| Robin       | river gunboat          | 85     | 2     | 240    | Lieut. Commander C. C. Watcott              | West River        |
| Sandpiper   | river gunboat          | 85     | 2     | 240    | Lieut. Commander H. R. Tivell               | Yangtze           |
| Snake       | river gunboat          | 85     | 2     | 240    | Lieut. Commander Alan Dixon                 | Yangtze           |
| Taka        | torpedo boat destroyer | 270    | 6     | 6,300  | Boin. W. Sirath                             | Hongkong          |
| Tamar       | receiving ship         | 4,650  | 6     | —      | Commodore R. H. S. Stoe...                  | Hongkong          |
| Teal        | river gunboat          | 180    | 2     | 800    | Lieut. Commander H. R. Godfrey              | Yangtze           |
| Thistle     | river gunboat          | 710    | 6     | 900    | Lieut. Commander R. M. R. W...              | Yangtze           |
| Virago      | torpedo boat destroyer | 355    | 6     | 6,300  | Lieut. Commander Stevenson                  | West River        |
| Waterwitch  | surveying ship         | 620    | 4     | 1,100  | Commander R. W. Glendon                     | Hongkong          |
| Whiting     | torpedo boat destroyer | 360    | 6     | 1,000  | Lieut. Commander H. B. Cox                  | Hongkong          |
| Widgeon     | river gunboat          | 195    | 2     | 800    | Lieut. Commander F. F. Ke...                | Yangtze           |
| Woodcock    | river gunboat          | 180    | 2     | 800    | Lieut. Commander H. R. V. Cottrell-Dorne... | Yangtze           |
| Woodlark    | river gunboat          | 180    | 2     | 800    | Lieut. Commander G. R. Livingstone          | Yangtze           |

| NAME.           | FLAG AND DESCRIPTION. | TONS. | GUNS. | H. P.  | COMMANDING OFFICERS.           | LAST REPORTED.      |
|-----------------|-----------------------|-------|-------|--------|--------------------------------|---------------------|
| Archeon         | armoured gunboat      | 1,721 | 8     | 1,600  | Lieut. Fauré                   | Falcon              |
| Adour           | receiving ship        | —     | —     | —      | Lieut. De Monté                | Yokohama            |
| Alger           | 2nd class cruiser     | 4,33  | 20    | 3,200  | Commander Fournier             | Shanghai            |
| Aloyette        | torpedo-depot         | 506   | —     | 400    | Commander Kérhuel              | 81-gun              |
| Argus           | rivet gunboat         | 180   | 6     | 1,150  | Lieut. Audouard                | Si-Kiang (Canton)   |
| Argus           | armoured cruiser      | 4,811 | 16    | 8,400  | Captain Rochas                 | Saligon             |
| Bras            | gunboat               | 647   | 12    | 900    | Lieut. Le Blanc                | Saligon             |
| Décidé          | 1st class cruiser     | 8,123 | 26    | 14,500 | Capt. Tracou                   | Fal on              |
| D'Entrecasteaux | sub-marine            | —     | —     | —      | Lieut. Combet                  | Saligon             |
| Esturgeon       | destroyer             | 653   | 7     | 700    | Lieut. Thierry                 | Saligon             |
| Fronde          | rivet gunboat         | 41    | 5     | 140    | Lieut. Mehl                    | Halong              |
| Henri Rivière   | sub-marine            | —     | —     | —      | Lieut. Gustave                 | Saligon             |
| Lynx            | steaming ship         | 3,513 | 10    | 800    | Commander Bagot de la Touche   | Saligon             |
| Manche          | destroyer             | 303   | 7     | 700    | Commander De la Roche Karadran | Saligon             |
| Mousquet        | rivet gunboat         | 105   | 6     | 101    | Lieut. Doo de Maldreville      | Yme-King (Tientsin) |
| Palin           | rivet gunboat         | 157   | 3     | 280    | Lieut. Marchand                | Tonkyo              |
| Perle           | sub-marine            | —     | —     | —      | Lieut. Hobert                  | Nagata              |
| Pistole         | destroyer             | 353   | 7     | 700    | Commander Montenol             | Hongky              |
| Protee          | sub-marine            | —     | —     | —      | Lieut. Moré                    | Saguna              |
| Redoutable      | battleship, reserve   | 9,350 | 30    | 6,500  | Capt. Fauriol de Silas         | Sagoo               |
| Styx            | armoured gunboat      | 1,721 | 8     | 1,600  | Lieut. Ferry                   | Nagata              |
| Taklang         | steam-launch          | —     | —     | —      | (Ames Ory)                     | Upper Yee Tsin      |
| Vieljeux        | torpedo-depot         | —     | —     | —      | Commander Montenol             | Hongky              |
| Vieljeux        | torpedo-depot         | —     | —     | —      | Elect. Del                     | Cap Saint-Jacques   |
| Vigilante       | rivet gunboat         | 181   | 6     | 1,150  | Lieut. Derenne                 | Canton              |

[illegible]



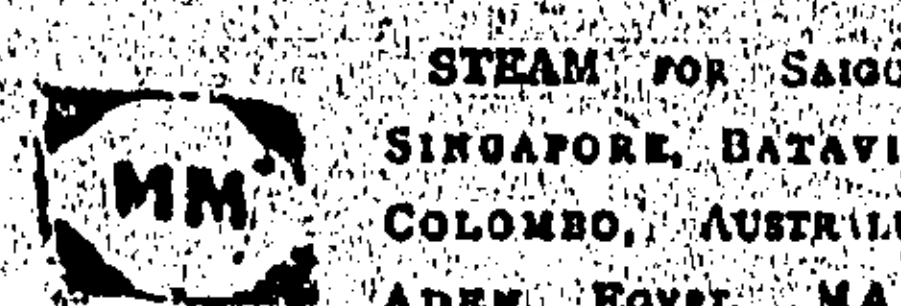
## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

| STOCKS.                                                                     | NO. OF<br>SHARES. | VALUE.   | PAID-UP. | POSITION / S. PER LAST REPORT                   | LAST DIVIDEND. | APPROXIMATE<br>QUOTATION<br>BASED ON LAST<br>YEAR'S DIV.                           | CLOSING<br>QUOTATIONS.                                           |
|-----------------------------------------------------------------------------|-------------------|----------|----------|-------------------------------------------------|----------------|------------------------------------------------------------------------------------|------------------------------------------------------------------|
| <b>BANKS.</b>                                                               |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| Hongkong & Shanghai Banking Corporation (new)                               | 40,000            | \$125    | \$125    | { \$1,000,000<br>\$11,750,000<br>\$10,000,000 } | \$1,707,167    | { £1.15 for 1-year ending 30.6.07 @ ex<br>3/2 3/16 = \$16.04 }                     | { \$725 sellers<br>\$720 sellers<br>new issue<br>London £80.10 } |
| National Bank of China, Limited                                             | 10,000            | £7       | £6       | { \$1,275,000<br>\$1,000,000<br>\$1,000,000 }   | \$712.5        | \$2 (London 3/16 @ 1905)                                                           | \$51                                                             |
| <b>MARINE INSURANCES.</b>                                                   |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| Canton Insurance Office, Limited                                            | 1,000             | 250      | 10       | { \$1,500,000<br>\$1,000,000<br>\$1,000,000 }   | none           | \$20 for 1906                                                                      | \$245                                                            |
| North China Insurance Company, Limited                                      | 1,000             | £15      | £5       | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 204.4     | { Final of 7/6 per share making in all 15/-<br>for 1906 = Tls. 2.65 }              | Tls. 87/2 sellers                                                |
| Union Insurance Society of Canton, Limited                                  | 2,400             | 250      | 100      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 1,400.400      | { Final of 3/12 making \$42 for 1905 and<br>interim of 1/12 for 1906 }             | 18.0                                                             |
| Yangtze Insurance Association, Limited                                      | 1,000             | 100      | 100      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 1,591.500      | \$1 for year ending 31.12.05                                                       | { \$150<br>\$135 sales }                                         |
| <b>FIRE INSURANCES.</b>                                                     |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| China Fire Insurance Company, Limited                                       | 10,000            | 100      | 50       | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$302,980      | \$2 and bonus \$1 for 1905                                                         | 19 1/2                                                           |
| Hongkong Fire Insurance Company, Limited                                    | 8,000             | 1250     | 50       | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$435,230      | \$40 for 1905                                                                      | 12 1/2                                                           |
| <b>SHIPPING.</b>                                                            |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| China and Manila Steamship Company, Limited                                 | 10,000            | \$25     | \$25     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$365          | \$1 for 1906                                                                       | 6 1/2                                                            |
| Douglas Steamship Company, Limited                                          | 10,000            | 150      | 50       | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Nil.           | \$4 for year ending 30.6.07                                                        | 10                                                               |
| Hongkong, Canton & Macao Steamboat Co., Ltd.                                | 10,000            | 115      | 115      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$27,101       | \$1 for 1st half-year ending 30.6.07                                               | 6 1/2                                                            |
| Indo-China Steam Navigation Co., Ltd. (Preferred)                           | 10,000            | £5       | £5       | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | £3.604         | \$1 for 1906 @ ex 2/18 = \$2.24 per share                                          | 3 1/2                                                            |
| Shanghai Tug and Lighter Company, Limited                                   | 100,000           | Tls. 50  | Tls. 50  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 15,327    | Interim of Tls. 1 1/2 for account 1907                                             | 12 1/2                                                           |
| "Shell" Transport and Trading Company, Limited                              | 1,000,000         | £1       | £1       | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 172,370        | Interim of 1/- (Coupon No. 8, for a/c 1907)                                        | 4 1/2                                                            |
| "Star" Ferry Company, Limited                                               | 10,000            | 110      | 110      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 157            | { \$1.00 for year ending 30.6.07<br>\$0.50 }                                       | { 4 1/2<br>\$12 buyers }                                         |
| Taku Tug and Lighter Company, Limited                                       | 1,000             | Tls. 50  | Tls. 50  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 18,730         | Final of Tls. 7 making Tls. 6 for 1906                                             | 12 1/2                                                           |
| <b>MINING.</b>                                                              |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| Chinese Engineering and Mining Company, Ltd.                                | 100,000           | £1       | £1       | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | £11,556        | Final of 1/6 (No. 9) for 1907                                                      | 7 1/2                                                            |
| Raub Australian Gold Mining Company, Limited                                | 50,000            | £1       | £1       | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | £11,358        | No. 12 of 1/- = 48 cents                                                           | 38 1/2                                                           |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                                        |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| Fenwick (Geo.) & Co., Limited                                               | 18,000            | \$25     | \$25     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 110,335        | \$1.75 for year ending 31.12.06                                                    | 12 1/2                                                           |
| Hongkong & Kowloon Wharf and Godown Co., Ltd.                               | 10,000            | £50      | £50      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 13,047         | Interim of \$2 for six months ending June 30th '07                                 | 6 1/2                                                            |
| Hongkong and Whampoa Dock Company, Ltd.                                     | 10,000            | \$50     | \$50     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 149,150        | \$4 for 1st half-year ending June 30th, 1907                                       | 8 1/2                                                            |
| Shanghai Dock and Engineering Co., Ltd.                                     | 15,700            | Tls. 100 | Tls. 100 | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 10,459    | Tls. 3 for year ending 30th April 1907                                             | 4                                                                |
| Shanghai and Hongkew Wharf Company, Limited                                 | 16,000            | Tls. 100 | Tls. 100 | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 23,117    | Interim of Tls. 8 for account 1907                                                 | 8 1/2                                                            |
| <b>LANDS, HOTELS &amp; BUILDINGS.</b>                                       |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| Anglo-French Land Investment Co., Ltd.                                      | 15,500            | Tls. 100 | Tls. 100 | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 3,388     | Tls. 6 for 14 1/2 months ending 28.2.07                                            | 6 1/2                                                            |
| Astor Hotel Company, Limited (Shanghai)                                     | 10,000            | \$25     | \$25     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$10,008       | \$2 1/2 for year ending 30.6.07                                                    | 11 1/2                                                           |
| Central Stores, Limited                                                     | 50,000            | \$15     | \$15     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$9,178        | \$1.50 for 1906                                                                    | 13 1/2                                                           |
| Hongkong Hotel Company, Limited                                             | 10,000            | \$50     | \$50     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$10,925       | \$4 for 1st half-year ending 30.6.07                                               | 7 1/2                                                            |
| Hongkong Land Investment and Agency Co., Ltd.                               | 50,000            | \$100    | \$100    | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$56,218       | Interim of \$3 1/2 for half year ending 30.6.07                                    | 7 1/2                                                            |
| Humphreys Estate & Finance Company, Limited                                 | 10,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$11,567       | 80 cents for 1906                                                                  | 7 1/2                                                            |
| Kowloon Land and Building Company, Limited                                  | 1,000             | \$50     | \$50     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 108            | \$2 1/2 for 1906                                                                   | 7 1/2                                                            |
| Shanghai Land Investment Company, Limited                                   | 78,000            | Tls. 50  | Tls. 50  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 61,978    | Interim of Tls. 3 for account 1907                                                 | 7 1/2                                                            |
| West Point Building Company, Limited                                        | 12,500            | \$50     | \$50     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$1,519        | Interim of \$2 for half year ending June 30th                                      | 8 1/2                                                            |
| <b>COTTON MILLS.</b>                                                        |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| Ewo Cotton Spinning and Weaving Company, Ltd.                               | 15,000            | Tls. 50  | Tls. 50  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 8,807     | Tls. 2 1/2 for year ended 31.10.1907                                               | 5 1/2                                                            |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited               | 175,000           | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$14,260       | 50 cents for year ending 31.7.07                                                   | 5 1/2                                                            |
| International Cotton Manufacturing Company, Ltd.                            | 10,000            | Tls. 75  | Tls. 75  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 85,519    | Tls. 6 for year ended 30.9.06 (8 1/2 %)                                            | ...                                                              |
| Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.                           | 8,000             | Tls. 100 | Tls. 100 | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 31,459    | Tls. 8 for 1906                                                                    | ...                                                              |
| Soy Chee Cotton Spinning Company, Limited                                   | 1,000             | Tls. 500 | Tls. 500 | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 50,663    | Tls. 50 for 1906                                                                   | ...                                                              |
| <b>MISCELLANEOUS.</b>                                                       |                   |          |          |                                                 |                |                                                                                    |                                                                  |
| Bell's Asbestos Eastern Agency, Limited                                     | 8,604             | 12/6     | 12/6     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | £638           | 1/3 per share for 1906                                                             | 9 1/2                                                            |
| Campbell, Moore & Co., Limited                                              | 1,200             | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 1053           | \$3 for 1905                                                                       | 16 1/2                                                           |
| China-Borneo Company, Limited                                               | 10,000            | \$12     | \$12     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Nil.           | \$1 for 1904                                                                       | 10 1/2                                                           |
| China Flour Mill Co., Limited                                               | 10,000            | Tls. 50  | Tls. 50  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 11,889    | Final of Tls. 5 making Tls. 10 for 1905                                            | ...                                                              |
| China Light and Power Company, Limited                                      | 10,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 125,000        | 60 cents for year ended 31.2.05                                                    | ...                                                              |
| China Provident Loan & Mortgage Company, Ltd.                               | 100,000           | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 185            | 20 cents for 1906                                                                  | 8 1/2                                                            |
| Dairy Farm Company, Limited                                                 | 25,000            | \$7 1/2  | \$6      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$2,974        | \$1.30 for year ending 31.7.07                                                     | 7 1/2                                                            |
| Green Island Cement Company, Limited                                        | 400,000           | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$10,804       | Interim of 50 cents per share for a/c 1907                                         | 6 1/2                                                            |
| Hall & Holts, Limited                                                       | 11,000            | \$20     | \$20     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$15,002       | \$2 1/2 for year ending 28.2.07                                                    | 11 1/2                                                           |
| Hongkong Electric Company, Limited                                          | 60,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 42,955         | \$1 per share for year ending 28.2.07                                              | 6 1/2                                                            |
| Hongkong Ice Company, Limited                                               | 5,000             | \$25     | \$25     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$14,711       | Interim of \$4 for year ending June 30th '07                                       | 8 1/2                                                            |
| Hongkong Rope Manufacturing Company, Ltd.                                   | 50,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$14,211       | Interim of 80 cents per share for a/c 1907                                         | 8 1/2                                                            |
| Maatschappij tot Exploitatie van Landbouwen-<br>dijheid in Langkat, Limited | 25,000            | Gs. 100  | Gs. 100  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 10,374    | Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 mak-<br>ing in all Tls. 3 1/2 for 1907 | 9 1/2                                                            |
| Peak Tramways Company, Limited                                              | 25,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 27,603    | Interim of Tls. 3 1/2 for 1907                                                     | 8 1/2                                                            |
| Peak Tramways Company (new)                                                 | 50,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | none           | Interim of Tls. 3 1/2 for 1907                                                     | 8 1/2                                                            |
| Philippine Company, Limited                                                 | 67,500            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Dr. P. 34,324  | Interim of Tls. 3 1/2 for account 1907                                             | 7 1/2                                                            |
| Shanghai Gas Company, Limited                                               | 24,000            | Tls. 50  | Tls. 50  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 7,990     | Interim of Tls. 4 for 1905                                                         | ...                                                              |
| Shanghai Horse Bazaar Co., Ltd.                                             | 5,400             | Tls. 50  | Tls. 50  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 9,751     | Final of Tls. 5 and Tls. 10 for 1906                                               | ...                                                              |
| Shanghai Pulp and Paper Company, Limited                                    | 4,500             | Tls. 100 | Tls. 100 | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 3,354     | Interim of Tls. 5 for a/c 1907                                                     | 8 1/2                                                            |
| Shanghai-Sum tra Tobacco Company, Limited                                   | 10,000            | Tls. 20  | Tls. 20  | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 7,843     | Interim of Tls. 1 1/2 for account 1907 (old)                                       | ...                                                              |
| Shanghai Waterworks Company, Limited                                        | 16,350            | £20      | £20      | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 85,593    | Interim of 1 1/2 for account 1907 (new)                                            | ...                                                              |
| Steam Laundry Company, Limited                                              | 6,000             | \$25     | \$25     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 841,934        | None                                                                               | ...                                                              |
| Tientsin Waterworks Company, Limited                                        | 10,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 15,295    | 40 cents for year ending 31.3.07                                                   | 6 1/2                                                            |
| Union Waterboat Company, Limited                                            | 10,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | Tls. 201       | Tls. 6 1/2 for year ending 30.4.07                                                 | ...                                                              |
| United Asbestos Oriental Agency, Limited                                    | 10,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | \$1,360        | 80 cents on 99,000 shares and 1 1/2 on 100,000 shares for year ending 31.3.07      | 8 1/2                                                            |
| Watson, (A. S.) & Co., Limited                                              | 10,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 15,482         | Interim of 30 cents for account 1907                                               | 7 1/2                                                            |
| William Powell, Limited                                                     | 15,000            | \$10     | \$10     | { \$1,000,000<br>\$1,000,000<br>\$1,000,000 }   | 14             | Final of 30 cents making 80 cents for the<br>year ended 30th June, 1905            | 5 1/2                                                            |

\* These shares are entitled to half of the profits.

## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

The S.S. "BALAZIE,"  
Captain Alland, will be despatched for  
MARSEILLES on TUESDAY, the 21st  
January, 1908, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:-  
S.S. YARRA ..... 4th Feb.  
S.S. OCEANIAN ..... 18th Feb.

J. MILLET,  
Agent.

Hongkong, 7th January, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK  
(With liberty to call at Malabar Coast).

THE Steamship

"JESERIC,"  
Captain Thompson, will leave for the above  
ports, on or about SATURDAY, 25th January,  
1908.

For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 21st December, 1907.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERMAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN Ports.)

THE Steamship

"DELHI,"  
Captain J. D. Andrews, R.N., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, &c., on SATURDAY, the 11th  
January, at 10 A.M., taking Passengers and  
Cargo for the above Ports, in connection with  
the Company's S.S. "Alompla," 9,500 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. "Egypt,"  
due in London on 22nd February, 1908.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The Contents  
and Value of all Packages are required.

For further Particulars, apply to:-  
E. A. HEWETT,  
Superintendent.

Hongkong, 30th December, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE.

## DEPOT

## GENERAL HOUSEHOLD

## FOR

## REQUISITES.

## EASTMAN'S

## &amp;c. &amp;c. &amp;c.

## KODAKS, FILMS,

## —

## AND

## Telephone 256.

## ACCESSORIES.

## AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

The Whisky  
of Great Age

**DEWAR'S**

IMPERIAL

Sole Agents: BUNN & BUNN